

## **APPENDIX A. AUGUST 9, 2001 PUBLIC HEARING TRANSCRIPTS**

ARIZONA DEPARTMENT OF TRANSPORTATION

In re: )

060 MA 160 H5532 01C )

GRAND AVENUE- 43RD AVENUE /CAMELBACK ROAD )

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DESIGN CONCEPT STUDY AND  
ENVIRONMENTAL ASSESSMENT

Alhambra High School Lecture Hall  
August 9, 2001  
6:00 p.m.

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Prepared for:  
Arizona Department of  
Transportation

BY: Matthew B. Rose  
CCR No. 50595

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1                   THE ARIZONA DEPARTMENT OF TRANSPORTATION Design  
2       Concept Study and Environmental Assessment for TRACS# 060  
3       MA 160 H5532 01C, Grand Avenue-43rd Avenue/Camelback Road,  
4       was taken at 6:00 p.m. on August 9, 2001, at 3839 West  
5       Camelback Road, Phoenix, Arizona, before MATTHEW B. ROSE,  
6       a Certified Court Reporter in and for the County of  
7       Maricopa, State of Arizona.

8                   Appearing on behalf of ADOT was Mr. Karim Dada;  
9       Mr. Pete Eno; Mr. Jim Romero; Mr. Dan Lance; and Mr. Trent  
10      Kelso.

11                  Appearing on behalf of Michael Baker, Jr., Inc.  
12      was Mr. Chet Teaford; Mr. B. Gary Sun; Mr. Bob Greenwald;  
13      and Mr. Ed Corel.

14                  Appearing on behalf of the Federal Highway  
15      Administration was Mr. Bill Vachon.

16                  Appearing on behalf of URS Corporation was Mr.  
17      David French.

18                  Appearing on behalf of Logan Simpson Design was  
19      Mr. Mike Shirley; Ms. Diane Simpson-Colebank; and Mr. Mike  
20      Book.

21                  Appearing on behalf of the City of Glendale was  
22      Mr. Bob Coons.

23                  (Whereupon, the following proceedings ensued.)

24   \*           \*           \*

25

1           MR. DADA: On behalf of ADOT, I want to welcome  
2   you folks on Grand Avenue, Camelback Road, 43rd Avenue and  
3   the Bethany Home Road and 51st Avenue project.

4           What we're doing tonight, we're trying to combine  
5   both projects together to have a joint public hearing. As  
6   you can see we have a display falling on it's side. I  
7   guess that's the way it's set up. It's pointing north.  
8   On this side of the room we have 43rd Avenue representing  
9   the preferred alternative with the aerial photographs, and  
10   on this side we have 51st Avenue for your viewing. And as  
11   you'll see, we'll go through the handout in a second,  
12   we'll show you the same type information.

13           The purpose of the meeting tonight is to get  
14   comments from the public regarding these two projects.  
15   What we've prepared are draft environmental assessments  
16   which are up here for your viewing. Please peruse through  
17   them. They're also available in the local libraries for  
18   your use. The public comment period extends through  
19   August 24th. So tonight is a great way to get your  
20   comment across.

21           We have the court reporter here, Matt, who will  
22   record your comment verbatim. If you'd like to come up  
23   here, sit down with him and provide a statement that'd be  
24   fantastic. Or we're going to have a brief questions and  
25   answers period at the end of the presentation and we'd

1       like to ask, keep those questions general in nature. The  
2       more specific we can better address them at the boards or  
3       come speak to you directly. So we would ask that request,  
4       but we would love to hear what you have to say.

5               The meeting is set up as an open house with this  
6       presentation. So after the presentation we're going to  
7       open it back up and again peruse around the room, check  
8       out the displays and talk to any of the folks that have  
9       the name tags.

10              I would like to ask that since we have two  
11       separate projects when you do either ask a question or  
12       comment during the question and comment period or come up  
13       and talk to Matt and provide a statement, if you could  
14       clarify which project you're referring to either 43rd  
15       Avenue or 51st Avenue. If it's for both or a general  
16       comment, that's fine. As you can see we have plenty of  
17       displays around the room.

18              What I'd like to do real quick is go through the  
19       handouts that you have in front of you. We'll start with  
20       the purple one. The purple one represents 43rd Avenue.  
21       At the top it just give you a proper overview of where  
22       we've gone, and where we are up to today, and how we got  
23       here. It gives you a brief purpose of the meeting and a  
24       schedule of where this project is going and when we think  
25       it's going to go to bid. And then it gives you a very

1 specific project description as you can see.

2 At the bottom of the first page there's contact  
3 information. Jim Romero and myself, Karim Dada, we're  
4 with the Arizona Department of Transportation. If you  
5 have any questions give us a call. You can also call  
6 Chester Teaford. He's the project manager from design  
7 side and the consultant side or Gary Sun. The numbers are  
8 on there.

9 If you flip, if you open the handout up on the  
10 inside of the first page this gives you the conceptual  
11 preferred alternative. For a more detailed description of  
12 the preferred alternative we have it up here on display,  
13 and we're also going to present that tonight. But this  
14 gives you a really good idea of what we're looking at as  
15 far as what's being proposed for this project. And the  
16 ever important comment sheet which is your second page,  
17 the white page. This is very important, a great way to  
18 get your comment across as well as the court reporter to  
19 tell us tonight. This is a great way to get your comment  
20 across.

21 If you don't choose to give your comment tonight  
22 we would ask that you postmark this by August 24th. You  
23 can e-mail it, you can fax it, you can call it in,  
24 whatever you'd like to do. The contact information is at  
25 the bottom of your comment sheet.

1           And again, for 51st Avenue it's the same exact  
2    setup. We have the project overview, the purpose of the  
3    this meeting and the schedule of the project for 51st  
4    Avenue, then specific a detailed description of the actual  
5    project for 51st Avenue. And, again, the same contact  
6    people at the bottom for additional information or  
7    questions, and then you open it up the same type thing.  
8    We have a conceptual drawing of the preferred alternative  
9    which, we have a better detailed description up here, and  
10   we're going to present that tonight as well. And, again,  
11   the comment sheet a great way to get your comment across.

12           So with that I'm going to introduce some of the  
13   folks here tonight from our side. My name is Karim Dada  
14   with the ADOT Environmental Planning Group, but first I  
15   want to recognize the City of Phoenix and City of Glendale  
16   officials. I believe we have Bob Coons in the audience  
17   from the City of Glendale. Yes?

18           MR. BOOK: I'm from the City of Glendale.

19           MR. DADA: City of Glendale, Jim --

20           MR. BOOK: Book.

21           MR. DADA: Jim Book, excuse me. How you doing  
22   Jim? Did anybody make it from the City of Phoenix  
23   tonight?

24           (No response.)

25           MR. DADA: Okay. That's all right. If they do

1 we'll recognize them.

2 From ADOT, Jim Romero. He's the project manager  
3 of the project. Actually, for both projects and the whole  
4 Grand Avenue Corridor. Trent Kelso, there's Trent right  
5 there. He's a project manager as well. Dan Lance, deputy  
6 state engineer; Peter Eno or Pete, he's our right-of-way  
7 specialist.

8 For the Federal Highway Administration we have  
9 Bill Vachon. From the URS Corporation -- URS is the  
10 consulting firms we have assisting with the designs of the  
11 project -- we have Dave French. And Dave's actually going  
12 to present the project overview for both projects. Also,  
13 for Michael Baker Junior Incorporated, they're another  
14 design firm that's also involved in these projects, we  
15 have Chet Teaford. There's Chet right there. We have  
16 Gary Sun. We have Mark Turner, I think he's going to come  
17 later. Do we have Bob Greenwald, there's Bob. And Chet,  
18 Gary, who else? Did I miss anybody? Is that it? And Ed  
19 Corel. How you doing Ed?

20 Okay. And then we also have from Logan Simpson  
21 Design, they are another consulting firm that is helping  
22 us prepare the environmental documents for these projects.  
23 We have Diane Simpson-Colebank. There's Diane. We have  
24 Mike Shirley. Mike's actually the environmental documents  
25 that we've prepared, and Mike Book. There's Mike right



1       there.

2                   So with that I'm going to turn it over to Dave  
3       and he's going to give you a project overview of both  
4       projects.

5                   MR. FRENCH: Well, good evening. It's a pleasure  
6       to have a good crowd tonight, and it shows the interest  
7       that you have in these improvements to Grand Avenue. And  
8       we're nearing the final completion. We're in the final  
9       steps of the decision process for these two projects so  
10      that they can move on into right-of-way acquisition and  
11      construction.

12                  The Grand Avenue process started some three  
13      years ago looking at what to do with Grand Avenue all the  
14      way from 1-17 out to Loop 101. And through that process we  
15      identified several specific goals that we were trying to  
16      achieve with this project. And the main two were to  
17      eliminate the six-legged intersection which I think all of  
18      you have been challenged by as well as eliminate as many  
19      railroad Crossings as we can; and then to improve the  
20      mobility, promote development, improve the aesthetics,  
21      recognize that it is US 60 which has a statewide function,  
22      promote multimodal use which is transit, and to meet the  
23      future traffic demand. So those are our goals pretty much  
24      in priority order. The top two drove most of the decision  
25      making.

1           Now, the recommendations for overall Grand was  
2   to build basically eight projects starting at Thomas and  
3   going out to 91st Avenue at Loop 101. The two that we're  
4   to talk about tonight is a Grand overpass at 43rd and  
5   Camelback and 51st Avenue over Bethany Home Road.

6           The general schedule is the final design for  
7   these projects is nearing completion. The right-of-way is  
8   expected to be purchased by next year, and construction  
9   started in 2003, and then open to traffic sometime in  
10   2004. That's for both projects.

11          Now, at 43rd and Camelback when we started this  
12   process based on that overall study, the decision was to  
13   build an overpass for Grand to go over Camelback and 43rd.  
14   We've had two other public meetings on this project, and  
15   at one of those meetings or both of those meetings some  
16   people suggested maybe take Camelback over instead of  
17   Grand, and that was further studied, evaluated. We had  
18   several meetings with the City of Phoenix and the  
19   conclusion was that the Grand overpass was a better  
20   alternative for everybody concerned than the Camelback  
21   over. So that is what we are presenting tonight.

22          And with that concept we looked at some  
23   alternatives. This is 43rd. This is Camelback and the  
24   idea is to build, take Grand up and over each of those two  
25   streets, and then you have to re-connect them. So we

1 looked at alternative ways to connect them, ramps coming  
2 to 43rd, a ramp coming off to Camelback, or we looked at  
3 maybe taking that ramp over Camelback and bringing it into  
4 43rd, or maybe looping around and bringing it back into  
5 Camelback so that the main movements which were left turns  
6 be made as right turns.

7           The conclusion is to go with basically this  
8 configuration which has Grand moving slightly to the east  
9 of where it is today and going up and over Camelback and  
10 over 43rd, and so the bridge would basically extend along  
11 this red portion, that would be bridge, and under the blue  
12 portion would be embankment. It'd be on an embankment  
13 feel with some retaining walls along that embankment. To  
14 re-connect Grand to the two streets, if you're going  
15 northwestbound you could exit and intersect Camelback at a  
16 new intersection with a traffic light at 42nd Avenue. We  
17 looked at 41st Drive and the study indicated that we  
18 should move it over to cut down on the cut-through traffic  
19 of this residential neighborhood to the north.

20           To go in the other direction you'd come out of  
21 the intersection of Camelback and 43rd with an on-ramp to  
22 go southeast onto Grand. From the north leg you could  
23 exit, go under the new Grand Avenue which would be up in  
24 the air and intersect with 43rd to go the other way from  
25 that same intersection you'd have an on-ramp to go

1 northwest. So with this configuration you can still  
2 connect from Grand to both Camelback and to 43rd.

3 Some of the other features are there's some major  
4 detention basins proposed which will take care of the  
5 water flow that generally flows in this direction. We'll  
6 capture that and release it into storm drains after the  
7 storm. We'll be providing two bus bays. Two bus bays  
8 will be built for eastbound and northbound, and there will  
9 be new landscaping, and I'll show you that area, and  
10 artistic treatment of the retaining walls. And that is  
11 illustrated over on the graphic on the wall.

12 Now, what does this do for us? First of all,  
13 Grand Avenue would be free-flow through the intersection.  
14 That traffic would not have to stop at all. So that would  
15 be a major improvement for Grand itself. For the traffic  
16 on 43rd and Camelback, it will reduce the delay  
17 considerably by getting that Grand Avenue out of that  
18 six-legged intersection and reducing it back to a  
19 four-legged intersection. So it will function much more  
20 like other intersections in the valley.

21 Let's see, we'll reduce the neighborhood  
22 cut-through traffic because people won't have to wait so  
23 long at that intersection. Now some people we understand  
24 are cutting through the neighborhood. So we think that  
25 will help that. The bus bays will help getting the buses

1 out of the travel lanes. And then the signals, now it's  
2 on that big, what we call a staple, that big  
3 silver-looking pipe that the signal heads are mounted on.  
4 That will be taken out and there will be a more  
5 traditional traffic signal installed there. And the  
6 pedestrian movements will be enhanced because the  
7 intersection now will be smaller. It will be easier to  
8 cross that intersection. And we have sidewalks being  
9 continued from Grand along those connector roads up to  
10 Camelback, and from 43rd back onto Grand. So we are  
11 taking care of the pedestrian movement.

12 Now, there are some modifications to traffic.  
13 There's two new signals added one on Camelback and one on  
14 43rd. So that's a little bit of an inconvenience. The  
15 traffic movements from Grand to the intersections, they're  
16 removed from that six-legged intersection. They're going  
17 to take place on those connector roads. So you'll have a  
18 little bit of adjustment to get used to where to turn and  
19 how to negotiate that area. One of the other points is  
20 the prohibition for left turns off of Camelback at 43rd  
21 will remain. There will still be no left turns on  
22 Camelback.

23 I mentioned the large detention basins  
24 particularly to the north and a couple of smaller ones  
25 south of Camelback. The area to be landscaped doesn't

1 show up real well, but it's basically in here along this  
2 embankment. All that area will be landscaped as part of  
3 the project. Okay?

4 The landscaping will basically be more typical  
5 ADOT desert-type of plantings with a decomposed granite  
6 ground cover, and all their structures will be painted.  
7 And the Camelback structure or the structure over  
8 Camelback will receive some special artistic treatment as  
9 I mentioned.

10 I would like now to turn it over to Mike Shirley.

11 MR. SHIRLEY: As a part of the engineering  
12 analysis for this project, we have went through and were  
13 tasked with coming up with potential environmental impacts  
14 that related to the project. And the end result is an  
15 environmental assessment which is a part of what we call  
16 the National Environmental Policy Act or NEPA. And the  
17 document was prepared in compliance with Federal Highway  
18 Administrations and was both reviewed by Federal Highways  
19 and ADOT.

20 What we've done is taken some of the more notable  
21 impacts from the project to present to you tonight, and if  
22 there's anything in particular that you would like  
23 addressed or more clarification on, please feel free to  
24 get with either myself or Diane afterwards and we can  
25 hopefully answer those for you.

1           The environmental assessment we've broken into  
2       three aspects: The social and economic factors, the  
3       natural and physical resources, and cultural resources.

4           And as Dave might have mentioned earlier, the  
5       project itself will require approximately 15 acres of new  
6       right-of-way of which five residents will need to be  
7       removed and relocated, 12 commercial sites, two vacant  
8       buildings, and three vacant parcels. And Dave talked  
9       about several of the access changes. There are things  
10      that are going to change. Some of this is going to  
11      require some extra travel time. Some of the improvements,  
12      eventually taking the intersection and reducing it to a  
13      four-legged intersection will, of course, help some of  
14      those changes.

15           Some of the other potential impacts are the fact  
16      that the current bus environment along Grand Avenue is not  
17      going to be the same as it is today. The changing of  
18      passengers between 43rd and Camelback Road is going to be  
19      either more difficult, but some of those efforts are being  
20      evaluated with RPTA and looking at options of what we can  
21      do. Pedestrian movements obviously will be improved.  
22      You're taking a six-legged intersection and reducing it  
23      down to a four- legged intersection. And so some of your  
24      access times across your intersection will be easier to  
25      make.

1           As far as air quality, of course, also compiled  
2       with the fact that technology itself is going to increase,  
3       but reducing some of the delay times is going to improve  
4       air quality.

5           As far as noise impacts related with the project.  
6       Our noise evaluation did represent that there are going to  
7       be some impacts. The two most likely spots along the  
8       project, there's a group of apartments just east of the  
9       Home Depot, and the other spot is where 41st Drive and  
10      Camelback Road intersect. There's some single family  
11      residences there that will be impacted. But because ADOT  
12      did do an evaluation of noise walls, and there was several  
13      options considered. But the end result because combined  
14      with the fact that they would have to be constructed on  
15      private property and current state law does not allow ADOT  
16      to do that, and the fact of the cost per benefited  
17      receiver is nearly twice what ADOT's current noise  
18      abatement policy calls for.

19           Visual resources. Basically, you're going to  
20      have an overpass and it's going to be elevated somewhere  
21      approximately 25 feet. And to try to mitigate some of  
22      those potential visual resource impacts, the City of  
23      Phoenix and the City of Glendale have gotten together and  
24      tried to come up with some artistic designs to somewhat  
25      improve the look of the overpass, the structure itself.



1 And along with that the embankment slopes will, of course,  
2 be landscaped detention basins and most of the entire  
3 right-of-way.

4 Secondly, the hazardous materials. Currently, we  
5 have identified eight parcels that would need additional  
6 full phase 1 site assessments completed on them. If you  
7 have any specific questions about hazmat, we can get you  
8 the information; ADOT has that and we'd be willing to  
9 disclose what's in that also.

10 This area we've identified 11 historic sites, but  
11 none of them were recommended eligible. And typically for  
12 a project, if it were to have sites we would have site  
13 mitigation to avoid and or recover data, but for this  
14 intersection it wasn't applicable.

15 MR. DADA: Thanks, Dave. Thanks, Mike.

16 With that we're going to open it up to questions  
17 and comments.

18 FROM THE FLOOR: Well, I'm looking at this thing  
19 over here. It looks like my grandchildren with an  
20 Etch-and-Sketch. Could you walk me through that from  
21 southbound.

22 MR.\*DADA: Absolutely. I'll have Dave do that  
23 from 43rd Avenue.

24 MR. FRENCH: It's an expensive Etch-and-Sketch.

25 FROM THE FLOOR: How far back is it going to

1 start before this overpass begins?

2 MR. FRENCH: On the south side it starts some  
3 slight movement to the east just north of that office  
4 complex called Grand Avenue Office Park or something like  
5 that, the Thrifty Ice Cream and there's a Michigan Trailer  
6 Sales. It starts right at Michigan Trailer Sales and  
7 begins to move slightly east and will begin to go up in  
8 the air just after you pass Michigan Trailer Sales.

9 FROM THE FLOOR: Will those buildings be gone?  
10 Michigan Trailer Sales and the office thing?

11 MR. FRENCH: Michigan Trailer Sales will not be  
12 taken. We will take a little sliver of property off their  
13 front. The Thrifty Ice Cream, yes, will be taken.

14 FROM THE FLOOR: The old Standard Brand that  
15 furniture store on the corner will be gone?

16 MR. FRENCH: That's already owned by ADOT.

17 FROM THE FLOOR: Keep going.

18 MR. FRENCH: Then it goes over Camelback, over  
19 43rd. Some of the bridge piers will be in the vacant  
20 parcel in the corner of the Home Depot area. That parcel  
21 is not part of Home Depot, but there will be bridge piers  
22 there. And then on the east side of 43rd and north side  
23 of Grand, the signs that are right at the corner, the next  
24 building which I think is a leather and something shop,  
25 the storage units, those will be taken, and some of the

1 properties along Grand all the way up to the next storage  
2 unit north along Grand. That will remain. So all of the  
3 properties from that storage unit southward will be taken  
4 along Grand.

5 FROM THE FLOOR: What are the little wiggly lines  
6 there?

7 MR. FRENCH: That is the detention basin. That's  
8 all part of these parcels here. They go way back to the  
9 residential area. And so we'll be taking all those  
10 parcels and that will be dug out as a detention basin and  
11 that material will be used for the overpass.

12 FROM THE FLOOR: And the Camelback -- the  
13 railroad -- on Camelback we will still be stopping at the  
14 railroad tracks?

15 MR. FRENCH: Correct.

16 FROM THE FLOOR: Well, they could have done  
17 something about that.

18 MR. FRENCH: Again, that was one of the  
19 alternative's we looked at and studied quite hard. It had  
20 more impact on residential areas, more impact on  
21 businesses, and the decision was that this was an overall  
22 a better solution for the community.

23 FROM THE FLOOR: Only if you try to get to work  
24 at seven o'clock in the morning.

25 MR. FRENCH: And you will have other ways of

1 getting across the railroad without stopping that you  
2 don't have now; 51st Avenue which is a little ways up the  
3 way, Maryland will also be another overpass, 67th is  
4 another overpass, and just south of here you have Indian  
5 School. We are providing four new ones that are not here  
6 today. It's a balance between helping Grand and helping  
7 people get across the railroad.

8 MR. DADA: We had a couple up here. Go head,  
9 sir.

10 FROM THE FLOOR: How far is that retention basin  
11 going north? Is it going all the way to Missouri?

12 MR. FRENCH: No. The storage units that front on  
13 Grand will remain. We do not go into those storage units.

14 FROM THE FLOOR: I understand.

15 MR. FRENCH: That's the furthest north we go.

16 FROM THE FLOOR: The back of that storage unit --

17 MR. FRENCH: Missouri is right here. The storage  
18 units do not actually go back to Missouri.

19 FROM THE FLOOR: What are you going to do with  
20 the detention basin?

21 MR. FRENCH: The question was what do we do with  
22 the detention basin. The plans are that would be an ADOT  
23 detention basin. That would be fenced and used as a  
24 detention basin not as a park.

25 MR. DADA: Let's get a question in the front.

1 Yes, sir, in the blue.

2 FROM THE FLOOR: I was wondering, what is the  
3 reasoning for still no left turn onto Camelback or onto  
4 43rd off of Camelback?

5 MR. FRENCH: My understanding is that those left  
6 turns have never, at least not in modern days have been  
7 allowed. The bridge actually will have piers in the  
8 median. So it would be very difficult to put those left  
9 turns in there.

10 FROM THE FLOOR: Can't we design it so we can  
11 make a left turn there some day?

12 MR. FRENCH: The decision was not to do that.

13 FROM THE FLOOR: There's enough illegal ones  
14 being made there all the time.

15 MR. DADA: Yes, sir.

16 FROM THE FLOOR: I noticed there's no one here  
17 from the railroad representing them. Have they signed off  
18 on all of this? Knowing the railroad, that's their  
19 property.

20 MR. FRENCH: The railroad has been a very active  
21 partner with us throughout this study process. They  
22 usually do not attend our partner meetings, but they do  
23 attend our work sessions. And, yes, they're very much in  
24 agreement with all of these improvements. They do get some  
25 benefit since in many places we're taking traffic off

1 of the tracks, reducing some conflicts, and so they're  
2 acting as a partner in the whole project. They're working  
3 all the way through up to Peoria with us.

4 MR. DADA: Yes, sir.

5 FROM THE FLOOR: Will both these projects be  
6 taking place at the same time?

7 MR. FRENCH: Yes. Same contract.

8 MR. DADA: Yes, ma'am.

9 FROM THE FLOOR: I'd like to make a little  
10 comment first. The comment is I disagree with you that  
11 there is not a perfect solution for Grand Avenue. There  
12 was a perfect solution I used to call it the double  
13 decker. That's what we should have had on Grand Avenue,  
14 but ADOT did not have the will nor the wherewithal that we  
15 should have had in Grand Avenue and would have added to  
16 the area not taken away.

17 Now, my question would have been, the first one,  
18 I'm very disappointed hearing that this retention basin is  
19 going to have a fence around it. This was way back when  
20 as you know I've been way back when. This was going to be  
21 turned into a park area. This is what we were told at the  
22 meeting. City of Glendale, City of Phoenix this was going  
23 to be a park area. Now you're telling me that ADOT wants  
24 to have that fenced. What kind of retention -- what would  
25 it look like to the neighborhood?

1           That is the first one. The second one here at  
2       this public meeting once again I am going to ask for the  
3       correct answer, the clear cut answer as to what were the  
4       criteria by which you put a light on 42nd Avenue instead  
5       of 41st Drive. This line should have gone this way and  
6       there would have been a traffic signal where there already  
7       is an intersection not create a second intersection just a  
8       few feet away from the other one. I think that was a  
9       grievous error on the part of somebody. I was told it was  
10      City of Phoenix. City of Phoenix said it was ADOT. Pass  
11      the buck, and I would like to know whose idea it was. I  
12      have lived in that area 32 years. And I do not see 43rd  
13      Avenue having a traffic light at 41st drive. To me it's  
14      mind boggling, and I said this at several meetings, why do  
15      we now have two intersections; one that didn't exist  
16      before with a traffic signal, and one that is an  
17      intersection but still will not have a traffic signal on  
18      Camelback Road.

19           MR. FRENCH: That was debated quite a bit and it  
20      was a council decision with the City of Phoenix that they  
21      were very concerned that if you lined it up with 41st  
22      Drive which is an entrance to a very substantial  
23      residential area that you would encourage cut-through  
24      traffic through that neighborhood, and the City of Phoenix  
25      tries very hard not to promote that. And that was the

1 reason it was moved to 42nd Avenue. And again --

2 FROM THE FLOOR: There already is cut-through  
3 traffic. If there was a light there it would be safer and  
4 some people don't like -- it wasn't due to the fact that  
5 has a traffic signal. So my feeling would be that there  
6 would have been less cut-through traffic instead of having  
7 a double intersection there one right after the other, and  
8 one without a light which is the one that should have the  
9 street signal. Whatever it's called. What about this?

10 MR. FRENCH: The detention basin I don't believe  
11 has ever been proposed as a park because it really has no  
12 access to it. It is tucked away back in there behind the  
13 other properties. There's no frontage. There's no road  
14 to it and it has never been proposed as a park. There  
15 were some other ones like one further north that we did at  
16 one point discuss with the City of Glendale possibly  
17 developing that as a joint use, but that has not  
18 materialized at this particular point in time.

19 FROM THE FLOOR: Okay. Then my comment would be  
20 very simple. If this is going to be the same problem of  
21 the retention or detention -- I guess you're calling it  
22 detention not retention basin -- that exists at Indian  
23 School and 35th Avenue, you're familiar with it?

24 FROM THE FLOOR: Yes.

25 FROM THE FLOOR: Where the homeless conglomerate



1       there. That is going to create a major problem for this  
2       area.

3               MR. FRENCH: This one would be fenced off.

4               FROM THE FLOOR: Fences don't work very well.

5               FROM THE FLOOR: Well, they fenced the one off  
6       down at 27th avenue and Thomas and Grand. That's doing  
7       all right.

8               FROM THE FLOOR: Has the fence lasted very long?

9               FROM THE FLOOR: So far.

10              FROM THE FLOOR: They have a fenced basin there  
11       on 35th and Indian School where you're coming west on  
12       Indian School. There's like a side road, a fenced in area  
13       and there's like a flood thing. It's been there for  
14       years.

15              FROM THE FLOOR: People were going there all the  
16       time. People go there all the time. There's no fence.  
17       The fence is useless.

18              FROM THE FLOOR: I think it is a different  
19       location that you're talking about. It's right by the  
20       other one. It's been there for years. The overpass at  
21       35th and Indian School, you know, where it wraps around  
22       there going east. Going down Indian School. The side  
23       road to the bridge there's one of the places that you're  
24       talking about for drainage water, right, and they've got a  
25       big chain-link fence there.

1 FROM THE FLOOR: The one on 35th Avenue going  
2 north?

3 MR. DADA: Yes, sir?

4 FROM THE FLOOR: Back to 43rd Avenue. We're  
5 putting Grand over 43rd rather than 43rd over Grand.  
6 Engine 15 is just south of Camelback and does serve,  
7 overlap serves, with Glendale in that area. That wasn't  
8 taken into consideration? That area, Fire Station 15.

9 MR. FRENCH: I'm not sure.

10 FROM THE FLOOR: It overlaps right now. They  
11 take -- Glendale helps Phoenix and Phoenix helps Glendale  
12 and Engine 15 will come up in that area. There's no way  
13 of getting to it.

14 MR. FRENCH: I don't have an answer for that.  
15 Glendale, do you have any comment on that?

16 FROM THE FLOOR: That would be Phoenix.

17 FROM THE FLOOR: We went over tracks at 51st.

18 MR. DADA: What we can do, sir, is get the City  
19 of Phoenix your name and number and get back to you on  
20 that because that's an issue we should pursue if it hasn't  
21 already been addressed already. If we can get back to the  
22 presentation, get your name and number, we can get back to  
23 you.

24 MR. DADA: The gentleman in the --

25 FROM THE FLOOR: My question is about 43rd and

1 Grand, the intersection. You stated earlier that there  
2 would be no left-hand turn lane going east or west on  
3 Camelback?

4 MR. FRENCH: Correct.

5 FROM THE FLOOR: Which there isn't now. You have  
6 a major retailer moving into the southwest corner of that  
7 intersection now. How long does ADOT have power over this  
8 and when does the City of Phoenix take over and create  
9 left-hand turn lanes? Does ADOT give up the power at a  
10 certain point? Home Depot's already broken ground on that  
11 particular corner. That's going to create a major traffic  
12 jam there unless -- why wait until we have to pay to tear  
13 it up later?

14 MR. FRENCH: Camelback is and will remain the  
15 responsibility of the City of Phoenix. And it is the City  
16 of Phoenix that prohibited the left turns on Camelback as  
17 they are today and we're not changing that. We are  
18 putting piers in the median with their permission. The  
19 commercial development that you're talking about in this  
20 quadrant, the left turns into that I'm sure would have to  
21 occur some distance from the 43rd Avenue intersection.  
22 That's a decision of City of Phoenix as to where they  
23 allow those left turns into that property. That's not  
24 part of this project because we're not really touching  
25 Camelback. We're going over the top of it.

1                   FROM THE FLOOR: What would you consider a  
2 reasonable distance?

3                   MR. DADA: Could you repeat that?

4                   MR. FRENCH: He asked what is a reasonable  
5 distance. I'm saying a few hundred feet, 400 feet or so.  
6 They might allow it in there.

7                   FROM THE FLOOR: Try to go south from the  
8 existing Home Depot. It's the same thing.

9                   MR. FRENCH: It's difficult. Any time you have a  
10 commercial property next to a major intersection, you  
11 don't have full movements in and out of that. That's just  
12 the way it is.

13                  MR. DADA: We'll get this gentleman, right here  
14 then we'll go across the way.

15                  FROM THE FLOOR: My understanding is that the  
16 overpass will be built prior and then connected into Grand  
17 Avenue as it exists; is that correct? Is 43rd Avenue and  
18 Camelback -- you're saying that the overpass is going to  
19 be built arid then connected into the existing road; is  
20 that correct?

21                  MR. FRENCH: Correct.

22                  FROM THE FLOOR: Will all six lanes of traffic on  
23 Grand be unobstructed until that time they're connected  
24 into the overpass?

25                  MR. TEAFORD: Yes. There will be some minor

1 interference as the construction comes back onto Grand  
2 Avenue, but you should be able to maintain traffic flow on  
3 Grand until the last few days when you have to make what  
4 they call the cutover, the close down thing.

5 FROM THE FLOOR: How long a period of time would  
6 you say? I own the business just below where the  
7 connection's going to be made. How long is that going to  
8 be?

9 MR. TEAFORD: That would be a very short  
10 duration. The cutovers might be on the weekend. Other  
11 than that there will be just --

12 FROM THE FLOOR: You're saying no more than three  
13 or four days; is that correct?

14 MR. TEAFORD: Correct.

15 FROM THE FLOOR: In terms of traffic flow, we're  
16 talking six lanes pretty much continuous until that  
17 connection is made?

18 MR. SUN: That's the way we keep these two in  
19 each direction.

20 FROM THE FLOOR: So it will be at least four  
21 days, no less than that; is that correct?

22 MR. SUN: No less than that.

23 FROM THE FLOOR: Why are you just doing the art  
24 work on that overpass over there? Are you going to do them  
25 continuous? Why just art work at one overpass?

1           MR. TEAFORD: That was a decision between the  
2           City of Phoenix and the City of Glendale to do the art  
3           work at 43rd Avenue. The 51st Avenue is within the City  
4           of Glendale and they have decided not to do anything at  
5           that location.

6           MR. DADA: Yes, ma'am. And we'll get the  
7           gentleman in front.

8           MR. DADA: Any other questions or comments? Yes,  
9           sir.

10          FROM THE FLOOR: What are the DE Numbers that are  
11          all painted alongside Grand Avenue on the buildings and  
12          stuff like that? Is that ADOT demolition numbers?

13          MR. DADA: Could you address that?

14          MR. ENO: The big numbers?

15          FROM THE FLOOR: They say DE and the number 74  
16          or DE 36 --

17          MR. ENO: Down at Thomas Road? Down by Thomas?

18          FROM THE FLOOR: Along Grand Avenue.

19          MR. ENO: Are they down by Thomas?

20          FROM THE FLOOR: They're down by Thomas. They're  
21          also by Camelback Road just south.

22          MR. ENO: We're not in demolition anything around  
23          Camelback that there would be DE numbers.

24          FROM THE FLOOR: Do you have property owned  
25          there?

1                   MR. ENO: Property that we bought years and  
2 years ago. There are some properties, but we're not doing  
3 any demolition on those yet.

4                   FROM THE FLOOR: Well, there's some big mobile  
5 homes that are north of Camelback, and they have the DE  
6 numbers on them.

7                   MR. ENO: Those mobile homes, I was doing  
8 checking on those today. They're not anything we acquired  
9 yet. We're not sure where they came from.

10                  FROM THE FLOOR: Okay.

11                  FROM THE FLOOR: I'm talking about 43rd. The  
12 appraised value, is that going to be based on today's  
13 market value or 20 years ago because you've bought up bits  
14 and pieces of the property on Grand and so now some of the  
15 property is worthless.

16                  FROM THE FLOOR: Exactly. That's what I'm  
17 saying.

18                  MR. ENO: On today's value.

19                  FROM THE FLOOR: We've been paying property  
20 taxes.

21                  FROM THE FLOOR: We can't even rent our  
22 properties out because the tenants that we want, they  
23 check with ADOT, and ADOT says they are going to make an  
24 offer. That's what they keep telling our prospective  
25 tenants.

1 MR. ENO: We'll be making an offer shortly.

2 FROM THE FLOOR: It's been a couple years now.

3 MR. ENO: We didn't have any right-of-way  
4 funding. It wasn't proposed until July 31st of this year.  
5 Now it's been funded and we will be out there making  
6 offers.

7 MR. DADA: Any other questions or comments?

8 (No response.)

9 MR. DADA: Okay. Well, we appreciate the  
10 comments. There is some good dialog that took place.  
11 Again, Matt took everything verbatim. The comment sheet  
12 on both those handouts, please get them to us before  
13 August 24th. Provide them tonight. You can e-mail us,  
14 fax us, whatever you want to do. Again, we appreciate you  
15 coming out tonight and we'll stick around as long as  
16 necessary to talk about these projects. Thank you.

17 (Whereupon, the proceedings concluded at 8:00 p.m.)

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**CERTIFICATE**

I, MATTHEW B. ROSE, a Certified Court Reporter,  
in and for the County of Maricopa, State of Arizona,  
hereby certify the foregoing proceedings were had at the  
time and place therein set forth, and were taken down by  
me in shorthand as given and thereafter transcribed into  
typewriting under my direction and supervision.

That the foregoing 31 pages contain a full, true  
and correct transcription of my shorthand notes so taken.

IN WITNESS WHEREOF, I have hereunto subscribed  
my name on this 20th day of August, 2001.

---

MATTHEW B. ROSE  
CCR No. 50595